

Gary Opposes One Big Union; For Open Shop

Recognizes Labor's Right to Organize; Insists on Government Control as Democratic Principle

Talks to Stockholders

Defends Policy of Adding to Value of Securities; Discusses Court Verdict

Strong opposition to the one big union in industry so far as the United States Steel Corporation is concerned, was expressed by Elbert H. Gary at the annual meeting of stockholders in Hoboken yesterday. Mr. Gary recognized the right of labor to organize, but insisted on governmental regulation of unions and demanded the open shop as a democratic principle.

Mr. Gary was optimistic of the corporation's future, and expressed the belief that the management's policy of adding to the intrinsic value of the stock would be reflected in selling prices. He took occasion to discuss the Supreme Court's interpretation of the Sherman law in favor of the corporation. Regarding the labor situation, he said:

"We believe, and we think the general public is of the same opinion, that the welfare of mankind shall not be promoted by the one big union, by the organization of the entire industry of the country, or by the control of industry under the arbitrary direction of an organized minority.

Public Will Paramount
"A studious, thoughtful, fair-minded intelligent general public is at present considering these vital questions, for they are paramount in the determination of the great economic and social questions of the day."

"We do not combat labor unions as such. We, of course, acknowledge the national right of labor to organize, but we insist that a labor organization should be subjected to governmental control and regulation. Discrimination by law in favor of or against any particular class is detrimental to the interests of the general community. It contravenes the fundamental principles of our government."

"We stand for the open shop, which permits a man to work when and where he pleases, whether he does or does not belong to a labor union. Our men generally do not belong to labor unions because they know by long experience it is to their advantage to be free from dictation by outsiders. "We have a splendid efficient organization, and we seek to demonstrate this in practice. We know that for real success the management is dependent upon the workman, as the workman is likewise dependent upon the investment in the business and the talent employed to utilize to the best advantage the opportunities offered."

Believes in Cooperation
"We believe in cooperation between the employer and employee in affording every employee the chance to advance without interference or restriction by outsiders and to become pecuniarily interested in the property and business. Scores of thousands of our workers are stockholders."

Concerning steel prices, Mr. Gary said:
"Inquiry has been made by some of our stockholders as to why we hold the selling prices of our commodities down to those which were fixed by agreement between the Industrial Board and steel manufacturers at Washington March 21, 1919."

"It seems to us the problem of high cost of living is of convincing importance. When the increasing tendency is to insist upon payment of unreasonable sums for every commodity and for every service we think there is a moral obligation on the part of every one to use all reasonable efforts to check this carnival of greed and imposition, even at some sacrifice."

"The man with a fixed income is more and more disadvantaged and he is helpless. Therefore, it should be the effort of all to establish and maintain a reasonable basis of prices; certainly to prevent further increases; otherwise the government must interfere."
"Moreover, it is believed that the selling prices of most of the diversified products of the corporation, for the present at least, are high enough."

Increase Value of Stock
Stockholders have sometimes written

him letters asking for larger dividends on the common stock, Judge Gary said. Some letters, he stated, have declared too much money was appropriated for the wages or the welfare of employees. He did not indicate there would be a change of the dividend policy. He stated the corporation was being managed in a manner that was intended to increase the stock's intrinsic value without regard for its Stock Exchange quotation.

Among the large holders of United States Steel shares, as shown on the books of the corporation, are: Elbert H. Gary, 3,527 preferred, 2,282 common; Charles M. Schwab, 3,300 preferred; George W. Perkins, 1,200 preferred; 400 common; James A. Farrell, 3,896 preferred, 4,686 common; E. H. Gary and Richard Trimble, 77,737 preferred, 257,502 common; Louis Sherry, 2,000 common; Maria L. Schieffelin, 1,000 preferred.

Red Agitators Busy In Hard Coal Area

Delay in Fixing Wage Agreement Utilized to Stir Up Outlaw Strike

Officials of the Anthracite Miners' Union who returned from their homes last night to attend continued sessions of the sub-committee of miners and operators which has been trying to formulate a new wage scale here for some time, announced that delay in reaching agreement was giving radical elements a chance for agitation. Communist propaganda, it was said, is at work throughout the Pennsylvania mines, especially in the Shamokin and Mahanoy districts. Posters of a violent radical nature have been pasted on houses and fences after nightfall and much inflammatory literature is being distributed.

The radicals, it was said, are using the delay in the publication of the new wage agreement to incite the miners to an outlaw strike. Several times already the men have almost got out of hand. The sub-committee last night issued this statement:

"The sub-committee of anthracite miners and operators met to-night and resumed consideration of the matters pending before the committee. Upon the question of wage increase a large part of the session was devoted to an effort to reach a basic conclusion as to the method of determining the wage scale to be submitted to the miners. The committee will meet to-morrow."

City Warned of Staten Island Trolley Strike

Delegation of Workers Demands Wage Raise Soon After Lines Are Taken Over

It was announced yesterday that the city intended to begin the operation of trolley cars on the Midland Railroad Company lines on Staten Island, which have been inoperative for two months. Not long after this a delegation of employees of the Richmond Light and Railroad Company, which operates the lines, called upon Mayor La Guardia, President of the Board of Aldermen, to notify the city that they intended to strike unless their demands were granted.

The employees told Mayor La Guardia they contemplated striking for higher wages, but they desired to give the city fair warning. The Alderman President escorted the delegation to Mayor Hylan's office and the complaint was repeated. The Mayor told the delegation there was no doubt the company would welcome a strike because it would help the higher fare propaganda. He informed them the wage dispute between the company and its employees was not a matter for the city authorities unless a request was made by both sides that the city act as arbiter.

Counsel for Jacob Brenner, receiver for the Midland Railroad Company, said yesterday the city would probably begin the operation of the lines of the system within two or three days. The question of rental has been settled, except for a few minor details. It is understood the annual sum of \$40,000, the amount of interest at 4 per cent on \$1,000,000 investment in the property, will be the rental. The city will operate the cars on a five-cent fare. Commissioner Whalen, of the Department of Plant and Structures, was appointed by the Board of Estimate to attend to all details of the transaction.

Bavarian Minister Resigns

GENEVA, April 19.—Professor Forster, the first Bavarian Minister to be accredited to Switzerland under the Republican régime, has just resigned his post. He said his reason for resigning was that the present Junker spirit in the German universities was against reconciling the peoples to peace.

U. S. Railroad Loss Fixed at 1,375 Millions

House Committee Reports Government Investments in Securities of Lines Will Shrink \$250,000,000

Hines Budget Reduced

Purchase of \$90,000,000 in Liberty Bonds Held by Carriers Is Authorized

WASHINGTON, April 19.—Total loss to the government growing out of Federal control of the railroads was estimated today by the House Appropriations Committee at about \$1,375,000,000. This includes the \$225,000,000 estimated as guarantees to the roads under the terms of the transportation act, but does not include the matter of under-maintenance.

The actual loss during the twenty-six month act of active government control was placed at \$904,000,000. The committee stated that the government had lent \$862,000,000 to the roads and said that since much of this went to weaker lines to prevent receivership, it included the \$225,000,000 estimated as guarantees to the roads under the terms of the transportation act, but does not include the matter of under-maintenance.

The committee was reporting on the emergency deficiency appropriation measure, in which \$300,000,000 was included for the railroad administration. Director General Hines had asked for \$420,000,000 to wind up the administration's affairs, but the committee cut this to \$300,000,000 and recommended that the Treasury be instructed to purchase \$90,000,000 worth of Liberty Bonds held by the railroad administration, thus making available that additional amount for winding up the administration's affairs.

The committee explained that it had made the reduction because the transportation act provided \$300,000,000 for settling claims against the government growing out of Federal control.

Discussing the cost of Federal operation of the roads, the committee in its report said:

"Clearly it was not the purpose of the director general of the railroads to give the impression that \$904,000,000 would cover the total losses sustained by the government during Federal control, nor should it be inferred that \$225,000,000 shown as the additional loss the government will suffer because of Federal control is the only loss which the government will sustain because of the Federal control and operation of the railroads."

"Aside from the question of the claims of under-maintenance made by the railroads and the loss of interest to the government on appropriations made for the operation of the roads, it must be remembered that the government will have an investment in railroad securities arising from Federal control of \$862,000,000. Many of these loans were made to weaker roads in order to prevent receiverships during Federal control."

"No one will contend that the government will realize the full amount invested in these securities. If all the securities owned by the government at the present time, including its investment in Liberty and Victory bonds, were sold upon the market for cash, it is quite probable that the loss to the government in these transactions alone would total more than \$250,000,000 on a total investment of more than \$900,000,000, including the investment in inland waterways. Assuming that the railroad securities owned by the government would shrink \$250,000,000 by the present conversion thereof into cash, the total loss to the government chargeable to Federal control and operation of railroads amounts to \$1,375,000,000, leaving out of consideration any question of under-maintenance."

Strikers Are Rebuffed by Rail Board

Federal Commission Not to Consider Complaints of Men Responsible for the Recent Tie-up of Traffic

Formal Hearings To-day

Brotherhoods to Present Claims of 2,000,000 Men for Higher Wage Scale

WASHINGTON, April 19.—The Federal Railroad Labor Board to-day refused flatly to "receive, entertain or consider" complaints from striking railroad employees. It announced it would only hear those who were adopting every reasonable means of avoiding interruption of traffic.

Undeterred by the refusal, representatives of the striking railroad switchmen and their sympathizers said they would present written complaints, together with demands for a "living wage," to the board.

Formal hearings on the long-standing railroad wage controversy will begin before the board to-morrow. The statement issued by the board on its refusal to hear the "outlaws" said:

"It is decided and ordered by the board as one of the rules governing its procedure that, as the law under which this board was created and organized, makes it the duty of both parties and their employees and subordinate officials having differences and disputes to have and hold conferences between representatives of the different parties and interests, to consider and, if possible, to decide such disputes in conference, and where such dispute is not decided in such conference to refer it to this board to hear and decide, and it is further contemplated and provided by the law that pending such conference reference to and hearing by this board it shall be the duty of all carriers, their officers, employees and agents to exert every reasonable effort and adopt every available means to avoid any interruption to the operation of any carrier growing out of any such dispute—therefore, this board will not receive, entertain or consider any application or complaint from or by any party, parties or their representatives who have not complied with or who are not complying with the provisions of the law, or who are not exerting every reasonable effort and adopting every available means to avoid any interruption to the operation of any carrier growing out of any dispute between the carrier and employees."

Will Hear Brotherhoods
The board will proceed with the wage dispute involving claims of nearly 2,000,000 men which failed of adjustment when the bipartisan board ceased to function April 1. Heads of the four brotherhoods and the chairman of the Association of Railway Executives, all of whom were present today, will attend.

Delegations claiming to represent railroad men of all crafts in various cities who have "quit work" appeared at the offices of the board to-day, demanding assurances of a "substantial guaranty of increased wages," which, they said, would send strikers back to work. They composed an unorganized assembly known as the "United Brotherhood of America," and insisted they still retained their membership in the recognized unions, since they had not "struck," but had only "gone on a vacation."

After adopting rules of procedure for hearing disputes, the board admitted several delegations.

10-Cent Fare Charged as Tubes Open

(Continued from page one)

Five of the old men have come back, composing about one-fourth of the conductors, guards and platform men who went out on strike. All of the motormen have remained in the service, says Mr. Root, and no defections are expected in their ranks. New men, he added, are being taken on to show up, and in this respect the company is receiving the cooperation of the Trainmen and Engineers' brotherhood chiefs, who are showing no sympathy for the men who walked out.

He said further that in no sense is the new employee to be regarded as a strike-breaker, inasmuch as he is taken on as a permanent worker and not merely to break a strike.

Rail Service Nearly Normal

A survey of the situation among the railroads generally showed that the passenger service of most of them was restored to a normal basis and that others were rapidly recovering with the employment of new men. It was stated that approximately 70 per cent of the strikers had returned in response to the ultimatum of the railroad managers and that about 1,000 bitter-enders, mostly switchmen, were still out. Their places, it was declared, were being filled by volunteers who will be gradually replaced by new men to be permanently taken into the service of the various lines.

With the passenger problem of their hands the roads began concentrating on the freight question, many reporting large shipments already in progress while others declared their movements are exceeding their normal amount. Fresh foodstuffs, in particular, were coming into the city in huge quantities, relieving the squeeze on these products and bringing a decided drop in prices.

The bitter-enders, however, insist that the strike is still on and is going 100 per cent strong. At the close of a meeting at Grand View Hall, Jersey City, last night, they announced that all the men who had returned to work would be given the ultimatum of the railroad managers, had gone out again yesterday and that the railroads had once again been tied up. According to James T. MacLean, press representative of the strikers, the committee of the strikers, the Erie lost 96 per cent of its men, West Shore 92 per cent, D. L. & W. 97 per cent, Pennsylvania, 99 per cent and the others about 70 per cent.

Outlaws Not Received

Officials of the lines, however, flatly contradicted this statement, saying that all the men who had come back were still on the job and that there was no indication of their going out again. While the local representatives of the strikers were announcing that Edward McHugh, their chairman, was being received by the Railroad Labor Board at Washington, dispatches from the same city were announcing that no demands would be considered from any but the recognized brotherhood chiefs.

Following a meeting of employees of the Pennsylvania Railroad at Newark last night, William C. Rose, their chairman, announced that the 250 men attending the meeting had decided to stay out until they get definite word from Washington that their demands had been granted.

A delegation from Lodge 372, comprising about 800 freight workers living in Elizabeth, N. J., requested the Mayor of that city to forbid teachers from telling their pupils that the strikers were "outlaws." They held that it created a wrong impression. Mayor Mravag thereupon issued instructions that the strike must not be discussed in the schools.

The investigation of the strike that was to have begun yesterday under the direction of the Federal Grand Jury at Newark was postponed until April 28. United States Attorney Bodine announced that at that time thirty to thirty-five witnesses would be called.

In the meantime, he added, it is possible the situation may be cleared up, in which event the investigation might be put off indefinitely.

J. J. Mantell, New York manager of the Erie and spokesman for the General Managers' Association, was not at his office yesterday for the first time since the strike. Information obtained at the offices of the various lines indicated that Staten Island was the only community still suffering to any degree from a lack of transportation facilities. Only the St. George to Totterville branch of the B. & O. system there was in service yesterday, and there were no signs when the branches running to Massena Harbor and South Beach would resume operation.

The Long Island Railroad reported that it was now running on its regular schedule with the aid of volunteers and new help, and that the strike was absolutely over as far as it was concerned. Good progress, it was said, was made in moving freight.

The Pennsylvania and New York Central lines announced that in addition to providing an almost normal through and commutation service, about 500 cars of freight of all kinds are moving over their lines. They say there are still some lack of switchmen in their freight yards, but that these are being gradually replaced.

The Jersey Central announces that it was able to open up its branch running from Communipaw to Port Newark yesterday for the first time. The Erie is moving hundreds of carloads of freight through Port Jervis. A large part of the passenger service, however, is still being operated with volunteer citizen crews.

Warrants for 25 More Strike Chiefs

Special Dispatch to The Tribune
CHICAGO, April 19.—United States District Attorney Clyne to-day demanded the arrest of twenty-five more railroad strike leaders in answer to their open defiance to the government attitude, as he termed it. The warrants were sworn out before Commissioner Mason, and it was announced at the Federal building that service might be expected within twenty-four hours.

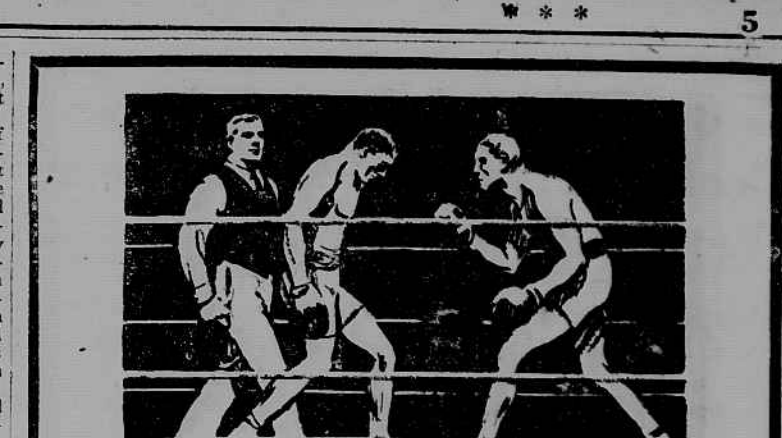
This development in the strike of railroad switchmen came after John Grunau, generalissimo of the walk-out, had started in custody of a United States marshal for Joliet, where he will be held in the county jail pending his hearing with twenty-nine other insurgent chiefs on April 24. Grunau refused to give bail after his arrest and said that he would go to jail first. The government took him at his word.

A true bill charging Eugene C. Esby with influencing others to injure railroads was voted by the grand jury after evidence had been presented as to Esby's speech to the insurgents in Carmen's Hall last week. It is expected that an indictment will be returned Wednesday.

Brokers of the Board of Trade were called upon to volunteer for service in the yards to move the cash wheat. Twenty-five are said to have offered their services. The move was prompted by the diminution of receipts as a result of the strike.

Trucks were rushed out along all rail lines entering Chicago to-day to pick up coal from cars on side tracks. This emergency measure relieved shortage in the Federal Building, where the elevators were stopped for lack of power.

It was said at the Federal Building that warrants would be issued for all



Is Your Guard Down?

Every man is a fighter, though he may not be a pugilist. His daily task is his fight—and he needs to be fit and ready for it.

Constipation to the business fighter is the "out-of-condition" of the pugilist. Constipation not only makes the business fighter dull and slow, and unfit for effort, but it is the "lowered guard" that leaves the opening for the jarring blows of serious disease.

By an entirely new principle Nujol keeps the poisonous food waste moving out of the body. Every other form of treatment either irritates or forces the system. Nujol works on the waste matter instead of on the system.

Nujol prevents constipation by keeping the food waste soft, thus helping Nature establish easy, thorough bowel evacuation at regular intervals—the healthiest habit in the world.

It is absolutely harmless and pleasant to take—try it.

Nujol is sold by all druggists in sealed bottles only, bearing Nujol trade-mark. Write Nujol Laboratories, Standard Oil Co. (New Jersey), 50 Broadway, New York, for booklet "Thirty Feet of Danger."

A New Method of Treating an Old Complaint

temporary officers who succeeded to the leadership of the strike after the arrest of Grunau, H. E. Reading and their associates in Thursday's raid.

27 Strike Indictments Returned at Los Angeles
LOS ANGELES, April 19.—Indictments charging twenty-seven persons, said to have been concerned in the strike in southern California, with violation of the Lever law were returned by the Federal grand jury here to-day.

The charter of Salt Lake Local 350, Brotherhood of Railway Trainmen, whose members are on strike, has been revoked by W. G. Lee, president of the order, according to word received at Salt Lake City to-day.

If you look back over the past few years of style-history you will find that there has always been an Earl & Wilson Collar leading the changes for American men.

Collars
Shirts
EARL & WILSON TROY, N.Y.

Broadway Saks & Company At 34th St.

Specialists in Wearing Apparel for Men, Women, Misses and Children

Exceptionally Interesting News for Today

Women's Handsome Wrap Capes

At a price so low their prompt disposal is assured

\$39.50

Wraps appropriate for every wear—everywhere! Their smart simplicity lends grace and distinction to any costume—easily donned and doffed—always comfortable!

Whether you select a wrap made with the new accordion-pleats, or the full-sweep cape which swirls around its wearer—or the charming model pictured with rows and rows of velvet winding around it—the result will be long-lasting satisfaction.

Developed in Men's Wear Serge of excellent quality, shimmering Satin or lustrous Taffeta, Duvet de Laine, and Velour de Laine, in Navy, Black, Copenhagen, Beaver, Tan, Midnight Blue

Silk lined! Of course—in plain color or rich novelty patterns.

Fourth Floor.

TODAY—TUESDAY

300 Women's Summer Smocks

in a Special Sale at

\$2.65

Japanese Crepe, Ramie Linen, and Trouville Cloth, the sturdiest and prettiest of wash materials, fashions these lovely smocks. And the trimmings! Just stunning! Hand-embroidery of contrasting wool, in the prettiest of colors cleverly combined.

Coat and slip-over models, in white, pink, rose, orchid, green and gold. Two styles pictured. Sizes 34 to 46. Third Floor.



SHORT WHITE DRESSES

MADE IN FRANCE

FOR LITTLE CHILDREN

6 mos. to 3 years
extraordinary at

1.95 2.35 3.75

NOT in years have we been able to land such quantities of French frocks at such low prices. Ordered when exchange was normal, we paid for them at the present low rate of exchange. They are priced about one-third their value under usual conditions. Take advantage of the savings and buy a Summer's supply.

MAIL AND PHONE ORDERS FILLED

Best & Co.

FIFTH AVE. AT 35TH ST.

LILLIPUTIAN BAZAAR



French Linen Sheets:—

HAVE always been famed for their elegance and extreme durability.

It is with particular pleasure that we offer a large and varied assortment of these desirable sheetings; indeed our stock is larger than could at present be found in all of France.

GRANDE MAISON DE BLANC INC.

FIFTH AVENUE, 45th and 44th Streets

Learn to Dance

LOWELL'S
657 MADISON AVE.
Cor. 59th St. 12th Floor.
Class Lessons
With Individual
Instructor for...
9 LESSONS, \$5
Private Lessons, 14 to \$1.50 to \$1.75 per hour.
Modern Dancer, WILMA GILMORE,
former Carnegie Graduate, 109 West 57th St., New York 1920.

WILSON'S TO-NIGHT 12
LESSONS
Exclusive School for Beginners
Guaranteed to teach anyone who
wishes HOW
Free admission and hat checking
Jazz Band Played with Peer
If you learn to dance
Tel. 7986
WILSON'S
N. W. Cor. 45th St. & Broadway
100 EXPERT TEACHERS

As dancing is so popular, these columns will appear every Sunday, Tuesday and Thursday.